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PLANNING JUSTIFICATION REPORT

HIGH DENSITY RESIDENTIAL DEVELOPMENT



164 Thorold Rd.,
Welland, ON
July 2026

Prepared For:
164 Thorold Rd. Development Corp.
c/o Bryan Bouchard

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1 INTRODUCTION

LandPro Planning Solutions Inc. (LandPro) was been retained by 164 Thorold Rd. Development Corp. (c/o Bryan Bouchard) to provide Planning Justification in support of re-developing this property for a high density rental residential use at 164 Thorold Road, Welland, ON. This property is legally described as PLAN 18 PT LOT 80 NP652, CITY OF WELLAND.

1.1 PURPOSE

The purpose of this application is to obtain City of Welland planning approvals towards establishing an **eight (8) storey, 76 -unit** residential rental apartment building on the subject lands.

1.2 PRE-CONSULTATION

A pre-consultation meeting was held with the City of Welland on February 5, 2026, at which time it was determined that a Planning Justification Report would be required to support the following applications:

1. Official Plan Amendment
2. Zoning By-law Amendment; and
3. Site Plan Approval

All of these supported by various technical reports listed in **Table 1**.

Table 1 - Summary of Pre-Consultation Requirements

Archaeological Assessment	Functional Servicing Report
Transportation Impact Brief	Planning Justification Report / Urban Design
Sediment and Erosion Control Plan (Site Plan)	Stormwater Management Report / Grading Plans
Shadow Analysis	Site Plan

The purpose of this report is to analyze the proposal against Provincial, Regional, and City policy and provisions and demonstrate that it is considered good planning.

2 SITE CONTEXT

The subject property is located on the north side of Thorold Road, between First Avenue and Northhaven Road, in the City of Welland. The property has an area of approximately 0.75 acres, with frontage of 35.96m along Thorold Road. The site currently contains a single detached dwelling.

Surrounding uses are predominately low density residential with an institutional use immediately north. The residential uses are generally smaller and older (1950's/60's) in construction.

Thorold Road, an arterial road per the City's Official Plan, is busy in this location, just west of Niagara Street and appears to be wider than a typical two-lane road.

2.1 LAND USE CONTEXT

The surrounding land uses are as follows:

NORTH	Residential / Institutional (Weslyan Presbyterian Church & Retirement Home
EAST	Residential (low and high rise residential)
SOUTH	Residential
WEST	Residential

See property location and surrounding land uses are shown in **Figure 1** below.

The surrounding lands contain both low and medium density residential uses. This includes a seniors complex to the north and a high-rise apartment a short distance east. These uses suggest Thorold Road is primed for higher density over time.

In addition, other higher density developments have been proposed recently to the west. While not Council approved, it demonstrates that the Thorold Road area is in transition away from low density residential.

Figure 1: Property Location

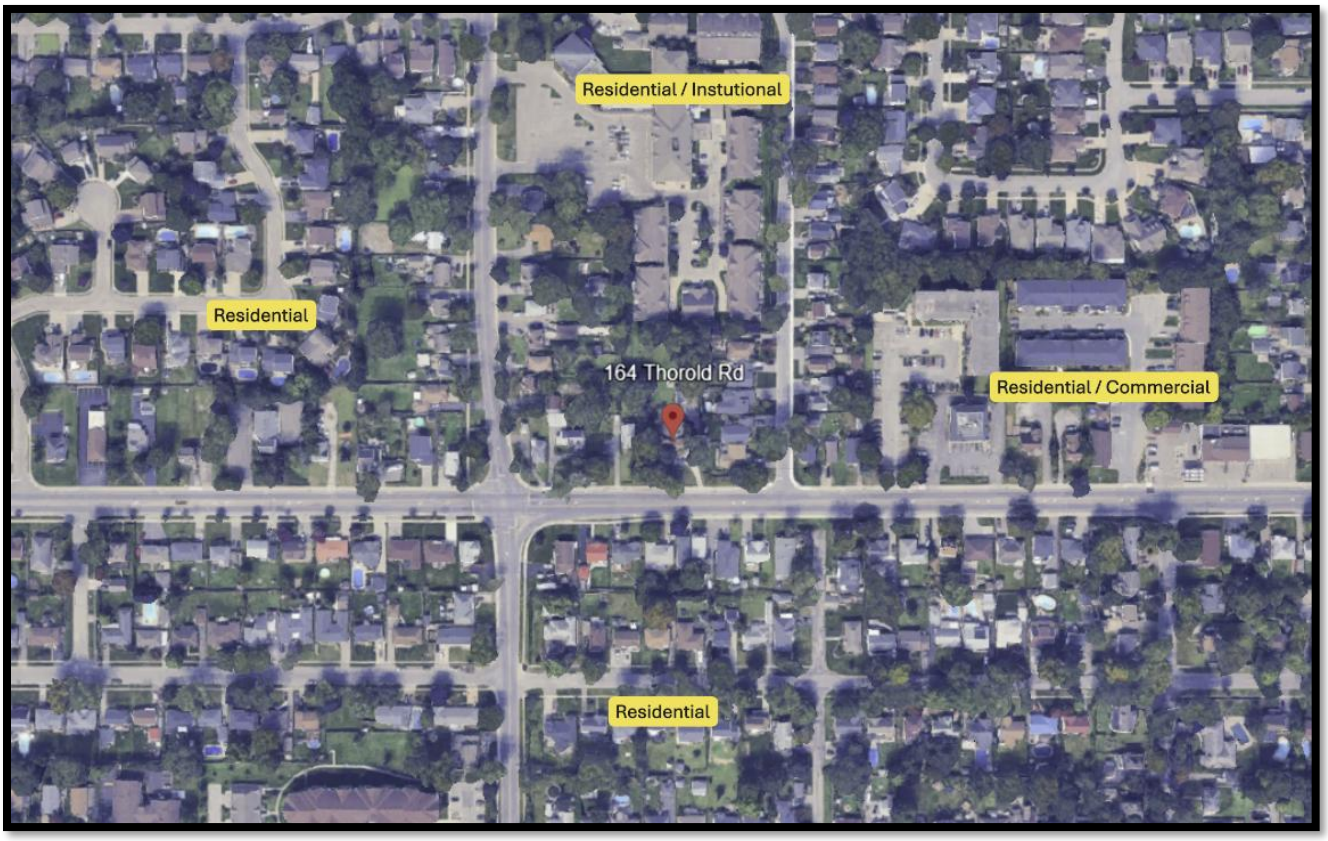


Figure 1: The property is designated Delineated Built-up Area in the Regional Official Plan and Low Density Residential in the City of Welland Official Plan.

2.2 Property Dimensions & Physical Attributes

The existing property dimensions are present in **Table 2**.

Table 2 - Property Dimensions

Lot Frontage	**35.96m**
Lot Depth	83.8m
Lot Area	2,903.60 m^2 (0.75 acres)

3 PROPOSED DEVELOPMENT

The proposed development consists of an eight (8)-storey, seventy-six (76)-unit residential building (refer to **Figure 3** for Site Plan details). An Official Plan Amendment is required to permit a *High-Density Residential* use in accordance with current policy standards. Concurrently, a Zoning By-law Amendment is proposed to rezone the subject lands from *Residential Low Density 1 (R1)* to *Residential High Density (RH)* to facilitate the development of:

Table 3 - Proposed Development Details

Unit Type	Second Floor	Third to Eighth Floor
1 Bedroom	6	6
1 Bedroom + Den	1	1
2 Bedroom	3	4
Floor Total Units	10	11
	GRAND TOTAL UNITS	**76**
Parking	**48 spaces**	
Bicycle Parking	**27 spaces**	

Table 4 - Building Details

Item	Area
BUILDING AREA	852.31m^2
BUILDING HEIGHT	27.05m
TOTAL STORIES	8-Storeys
TOTAL UNIT NUMBER	76
OUTDOOR PARKING:	29

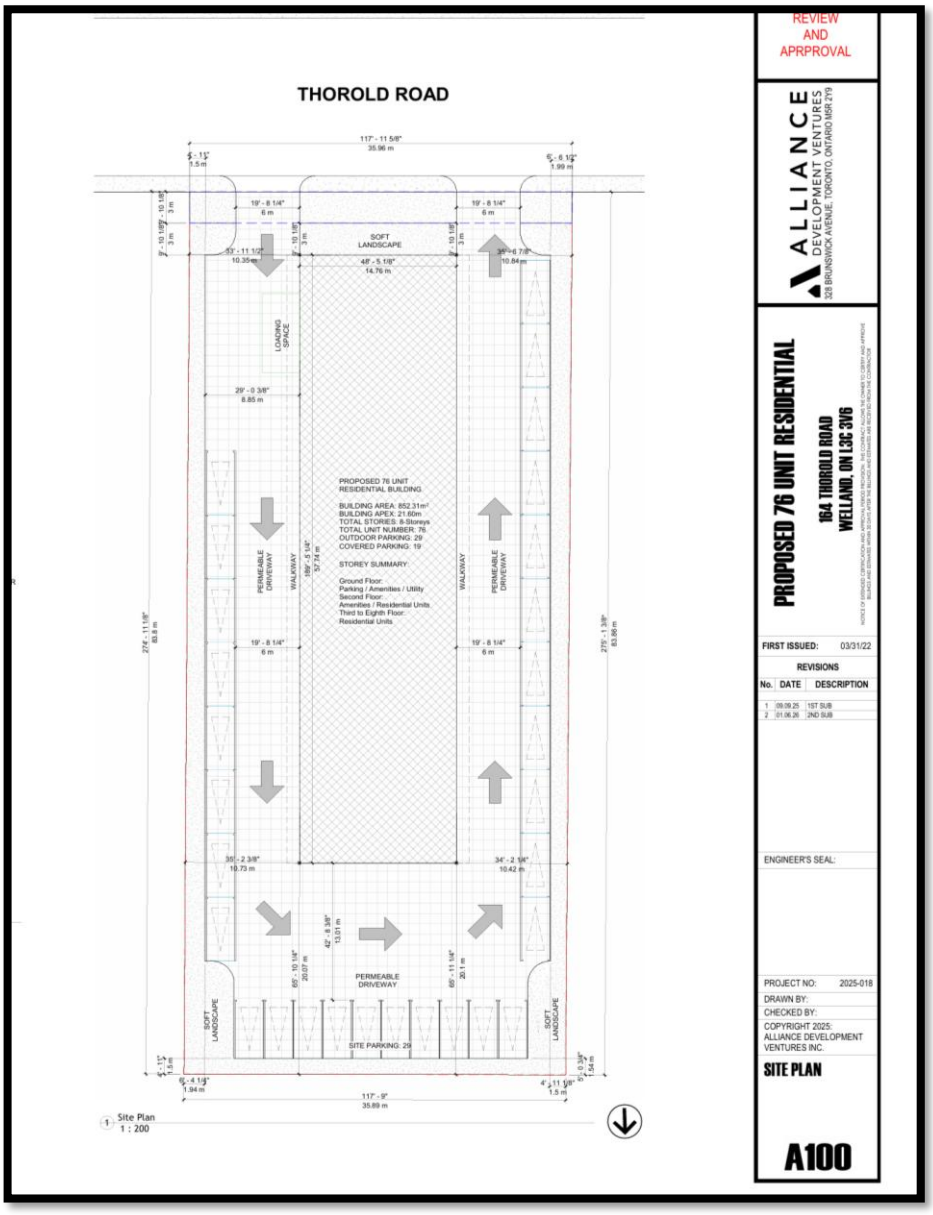
Item	Area
Covered Parking	19

Parking achieves zoning requirements. A larger copy of **Figure 3** is also provided in **Appendix 1** to this report.

To achieve this development, the following approvals are required:

1. Official Plan Amendment (Increased density)
2. Zoning By-law Amendment (Permit apartment building + reduced lot frontage)
3. Site Plan (rental apartments)

Figure 3: *Site Plan (January 2026)*



4 LAND USE PLANNING FRAMEWORK

In preparing these applications, several policy and regulatory documents were reviewed that need to be addressed to demonstrate good planning. They include the following:

1. Planning Act, R.S.O 1990 c.P.13
2. Provincial Planning Statement, 2024
3. Niagara Region Official Plan, 2022
4. City of Welland Official Plan, Revised November 2019
5. City of Welland Zoning By-Law No. 2017-117

The proposed development was assessed against these policies and associated regulations. A detailed review is below.

4.1 PLANNING ACT, R.S.O 1990 C.P.13

The *Planning Act* is provincial legislation and provides the basis for land use planning in Ontario, identifying tools for managing how, where and when land use changes may occur.

The purposes of the *Act* as outlined in Section 1.1 are:

a) to promote sustainable economic development in a healthy natural environment;
b) to provide for a land use planning system led by provincial policy;
c) to integrate matters of provincial interest in provincial and municipal decisions;
d) to provide for planning processes that are fair;
e) to encourage co-operation and coordination among various interests; and
f) to recognize the decision-making authority and accountability of municipal councils in planning.

The matters of Provincial Interest are outlined in Section 2 of the *Act*. This application *has regard for* the following matters:

Table 2 – Planning Act, Section 2

Planning Act - Section 2 excerpts	LandPro Response
a) the protection of ecological systems, including natural areas, features and functions	The proposed residential development will occur in an already established urban residential neighbourhood and does not encroach on any identified natural heritage features or ecological systems.
(e) the supply, efficient use and conservation of energy and water	The proposal will be serviced by existing municipal water and sewer as it is in an already established neighbourhood, which is fully serviced
(f) the adequate provision and efficient use of communication, transportation, sewage and water services and waste management systems	The proposed development promotes the efficient use of existing infrastructure by utilizing available municipal water, sanitary sewer, transportation, and waste management systems within the urban area, thereby avoiding the need for significant service extensions while ensuring adequate servicing capacity. Stormwater management will be primarily stored on-site, pending City input and direction.
(g) the minimization of waste	The proposed development supports the minimization of waste through the provision of designated on-site garbage and recycling storage areas, facilitating proper waste sorting, collection, and efficient management for residents. As the units will be rental, it is assumed that private waste management will be contracted to service this building.
(h) the orderly development of safe and healthy communities;	The proposed development contributes to orderly residential growth by introducing a compatible, higher-density built form that supports local housing needs while minimizing adverse impacts on surrounding properties. We are aware of a City bus line services Thorold Road. Chippawa Park is also located a short distance south on First Avenue. This park provides excellent recreation facilities for future residents of this development.
(r) the promotion of built form that, (i) is well-designed, (ii) encourages a sense of place, and	The proposed development promotes a well-designed built form that enhances the character of the area and contributes to a sense of place. The building design incorporates high-quality materials and thoughtful site planning, and includes safe, accessible, and attractive amenity spaces that support a vibrant residential environment.

Planning Act - Section 2 excerpts	LandPro Response
(iii) provides for public spaces that are of high quality, safe, accessible, attractive, and vibrant;	

This application has regard for the relevant sections of the *Planning Act*.

4.2 PROVINCIAL PLANNING STATEMENT, 2024

The *Provincial Planning Statement (PPS, 2024)* provides policy direction on matters of provincial interest for all land use development throughout Ontario. It provides direction for appropriate development while protecting resources of provincial interest, public health and safety, and the quality of the natural and built environment.

Table 3 – PPS, Section 2

PPS - Sections	Comment
2.1.4.a) - Maintain at all times the ability to accommodate residential growth for a minimum of 15 years through lands which are *designated and available* for residential development; and	The proposed development contributes to the Municipality's ability to accommodate residential growth by adding new housing units within the existing urban area, supporting the long-term supply of designated residential lands.
2.1.4.b) - Maintain at all times where new development is to occur, land with servicing capacity sufficient to provide at least a three-year supply of residential units available through lands suitably zoned, including units in draft approved or registered plans.	While a City responsibility, the proposed development utilizes fully serviced lands within the built-up area, contributing to the short-term supply of residential units and making efficient use of existing municipal infrastructure.
2.1.6.a) - Accommodating an appropriate range and mix of land uses, housing options, transportation options with multimodal access, employment, public service facilities and other institutional uses (including schools and associated childcare facilities, long-term care facilities, places of worship and cemetery), recreation,	The proposed development supports a complete community by contributing to the range of housing options within an area that has access to transportation networks, public services, and community amenities. The proposed development has access to public transportation the nearest bus stop is 140m from the site.

PPS - Sections	Comment
parks and open space, and other uses to meet long-term needs;	
2.1.6.b) - Improving accessibility for people of all ages and abilities by addressing land use barriers which restrict their full participation in society; and	The proposed development promotes accessibility through a compact built form with proximity to existing services, active transportation options, and planned barrier-free parking spaces.
2.1.6.c) - Improving social equity and overall quality of life for people of all ages, abilities, and incomes, including equity-deserving groups.	The proposed development contributes to social equity and quality of life by providing additional housing opportunities within a serviced and accessible location.
2.2.1.b.2) - All types of residential intensification, including the development and redevelopment of underutilized commercial and institutional sites (e.g., shopping malls and plazas) for residential use, development and introduction of new housing options within previously developed areas, and redevelopment, which results in a net increase in residential units in accordance with policy 2.3.1.3;	The proposed development represents residential intensification through the redevelopment of the subject lands, resulting in a net increase of 76 residential units within the built-up area.
2.2.1.c) - Promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation; and	The proposed development promotes efficient use of land and infrastructure by introducing a higher-density built form that supports active transportation and proximity to existing amenities.
2.2.1.d) - Requiring transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to transit, including corridors and stations.	The proposed development supports transit-supportive development by introducing higher-density residential uses within proximity to existing transportation networks and potential transit corridors.

This application is consistent with the Provincial Planning Statement, 2024.

4.3 Niagara Region Official Plan, 2022

The Niagara Region Official Plan (NROP) contains objectives, policies and mapping that describe the Region's vision for the next 20+ years, including their approach to managing growth, growing the economy,

protecting the natural environment, resources, and agricultural land, and providing sustainable infrastructure.

While the Region is no longer an approval authority, the proposed development conforms with the NROP, which is now administered by the City, as it represents residential intensification within a designated urban area. It is located on an arterial road, which facilitates a city bus route and is walking distance from Chippawa Park and other facilities.

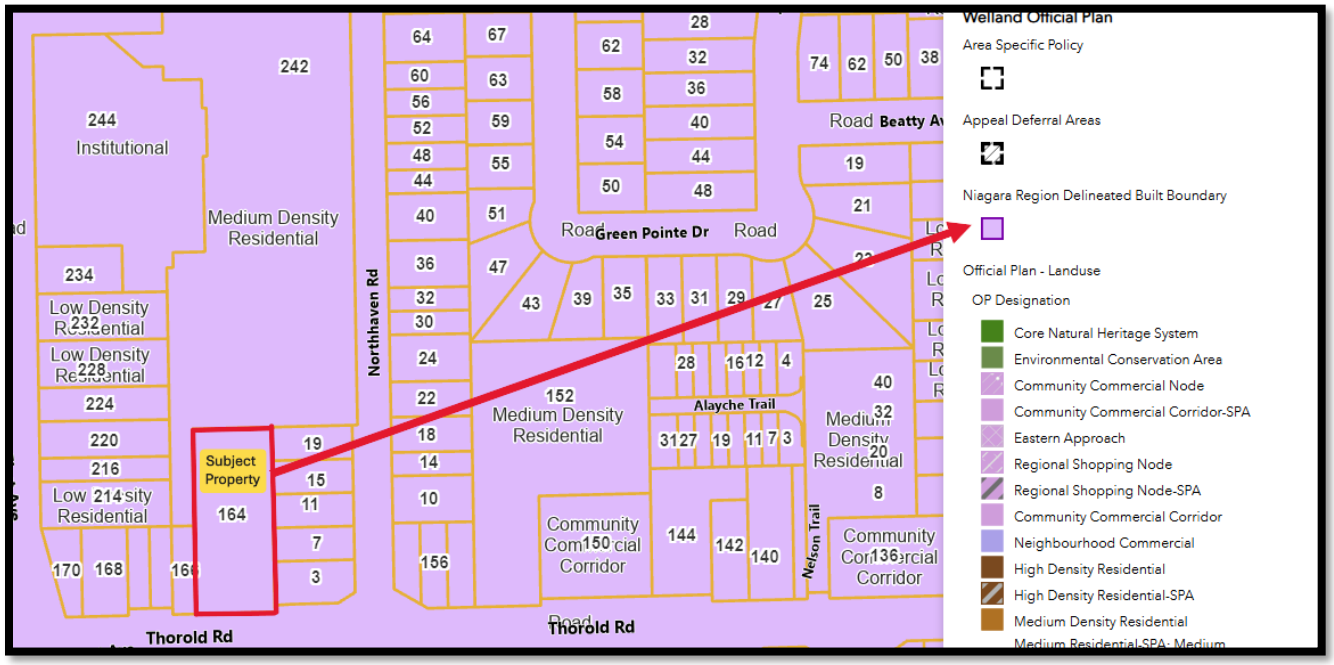
Therefore, this application proposes a use that is permitted within Regional urban areas and conforms with the Niagara Region Official Plan.

4.4 City of Welland Official Plan, 2019

The City of Welland Official Plan (WOP) establishes a comprehensive policy framework to guide growth and development within the municipality over the long term. It outlines the City's vision, objectives, and land use designations, with a focus on managing growth, supporting economic development, protecting natural heritage features, and promoting sustainable, complete communities.

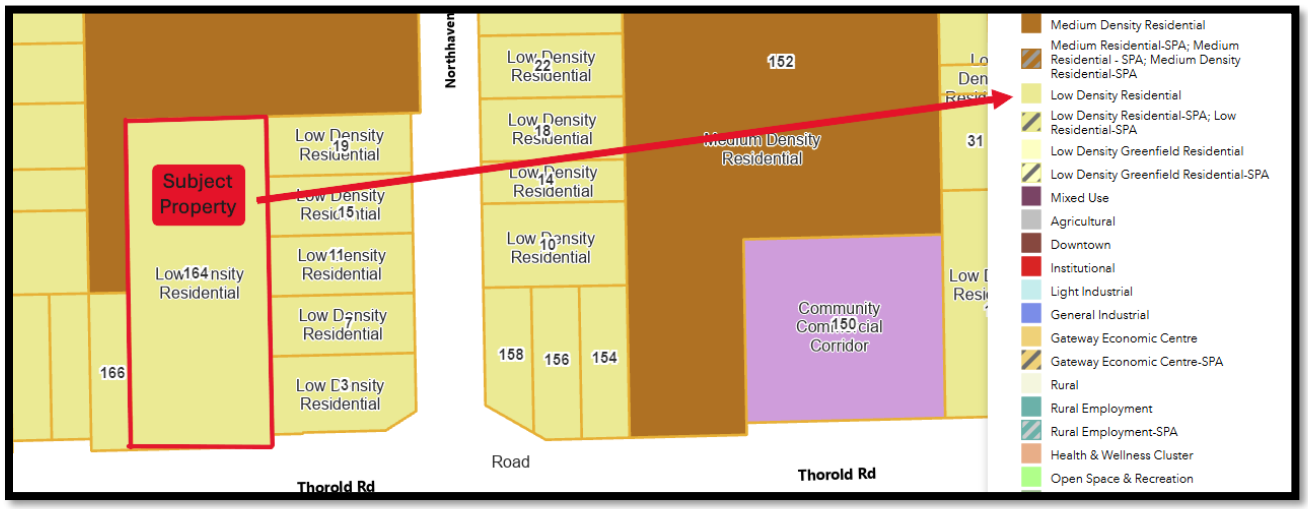
Figure 4 shows the subject property in the City's Official Plan, confirming it is in the Welland Built Boundary.

Figure 4: City of Welland's Official Plan Designation Mapping – Niagara Region Delineated Built Boundary



The subject property is designated *Low Density Residential* and is designated *Delineated Built-up Area* in the Niagara Region Official Plan, see **Figure 5** below.

Figure 5: *City of Welland's Official Plan Designation Mapping – Land Use*



Section 3.1.1 forecasts a population of 63,900 in the City by 2031. **Section 3.1 (Welland's Growth Management Strategy)** directs the majority of growth to the Urban Area Boundary on full municipal services, with a focus on intensification and infill within the built-up area. **Section 3.2.1.3 (Planning Objectives)** directs that the City's most dense forms of development be accommodated through intensification within the built-up area. The proposed development supports this objective by contributing to residential intensification within the Built Boundary. **Section 3.3.2 (Housing Forecast)** identifies that the City of Welland is expected to accommodate a total of 6,875 new housing units between 2006 and 2031, with the Official Plan's land use designations and policies structured to support this anticipated growth. Based on the forecasted population, the proposed development represents a modest intensification development. **Table 4** sets out official plan policies that are applicable to the proposed development.

This application includes an Amendment to the City's Official Plan to change it to High Density Residential, which will conform to the Official Plan, subject to Council's approval.

Table 4 – Welland's Official Plan Policy Review

OP - Sections/Policies	Response
3.2.i.) To direct urban growth to lands located within the designated Urban Area	Proposal locates higher-density residential development within the designated Urban Area, consistent with City growth objectives.
3.2.iii.) To protect stable neighbourhoods by directing more dense development to the Downtown and strategically located intensification areas within Welland's Built-Up Area.	Proposal introduces high-density development within the Built-Up Area, supporting intensification while preserving the character of adjacent low-density neighbourhoods.
3.2.v.) To prevent urban development in inappropriate areas, thus contributing to the conservation of resources, such as provincially significant wetlands, aggregate resource areas, cultural heritage resource areas, prime agricultural lands and the linked natural heritage system.	Located within the Urban Area on previously developed lands, the development avoids impacts to wetlands, prime agricultural lands, cultural heritage resources, and the natural heritage system, supporting resource conservation.
3.2.vi.) To build compact, mixed-use, transit supportive, pedestrian friendly areas within the Built-Up Area and Greenfield Areas.	High-density development within the Built-Up Area provides a compact form and supports transit use and walkability; mixed-use is not proposed.

OP - Sections/Policies	Response
3.2.vii.) To provide a framework for transforming Welland into a complete community.	Supports Welland's transformation into a complete community by adding high-density residential units within the Built-Up Area, contributing to a mix of housing and sustainable growth.
3.2.viii.) To ensure the availability of a sufficient supply of designated employment and residential land to meet the City's projected long-term growth.	Contributes to meeting long-term residential growth by providing high-density units within the Built-Up Area; does not affect designated employment lands.
3.3.5.) The City will ensure a minimum 10-year supply of residential land, including a mix of intensification and greenfield sites, based on population and housing forecasts.	Adds high-density units within the Built-Up Area, supporting the City's 10-year supply of residential land and intensification targets.
3.4.4.1.A.) Intensification, as defined in the Provincial Policy Statement, is developing land at a higher density than currently exists through redevelopment, infill, use of vacant or underutilized sites, or expansion/conversion of existing buildings.	Represents intensification by redeveloping an underutilized low-density site with a higher-density, 8-storey residential building.
3.4.4.1.B.) Intensification efficiently uses existing serviced land and supports growth by increasing housing and employment, helping to maintain and enhance community vibrancy.	Efficiently uses existing municipally serviced land to provide high-density residential units, supporting housing growth and community vibrancy.
3.4.4.1.C.) Intensification in residential and employment areas is encouraged to support economic development, reduce Greenfield land consumption, utilize serviced underused land, and enhance vibrancy and aesthetics. Priority locations include the Downtown, brownfield sites, the Welland Recreational Waterway, and key transit corridors, as shown on Schedule A.	Supports residential intensification on underutilized serviced land within the Built-Up Area, helping reduce Greenfield land consumption and enhance community vibrancy; while not in a priority node, the site contributes to broader intensification objectives.
3.4.4.1.E.i.) Designating lands with intensification potential in this Plan as Medium or High Density Residential, or as mixed-use through an Area Specific Policy;	Supports intensification by proposing a High-Density Residential designation on a currently low-density site within the Built-Up Area.

OP - Sections/Policies	Response
3.4.4.1.E.ii.) Providing land use compatibility Policies in this Plan to ensure that intensification occurs in an appropriate manner;	Intensification is designed to be compatible with surrounding low-density neighbourhoods through appropriate building height, setbacks, and site layout.
3.4.4.1.E.iii.) Providing Policies in this Plan which allow for appropriate infilling throughout the Built-Up Area;	Supports appropriate infill by redeveloping a low-density site within the Built-Up Area with a high-density residential building.
2.6.2.i.) Welland will be a leader in promoting a safe, healthy, and accessible City.	Supports a safe and accessible community by incorporating barrier-free parking, pedestrian access, and compliance with accessibility standards.
2.6.2.ii.) Welland will continue to enhance safety and security.	Supports community safety through site design, well-lit pedestrian areas, and secure access to the residential building.
2.6.2.v.) Welland will direct the development of land away from areas of known natural hazards, unless appropriate mitigating measures can be implemented.	Site is located outside areas of known natural hazards, ensuring safe development without need for mitigation measures.
2.6.2.ix.) Welland will undertake a program to address issues of accessibility and barrier-free design for buildings and neighbourhoods.	Incorporates 2 barrier-free parking spaces and design features to ensure accessibility in the building and site layout.
4.2.1.1.) Provide for the Orderly Growth and Distribution of Residential Areas	Adds high-density residential units within the Built-Up Area, supporting orderly growth and efficient distribution of housing.
4.2.1.2.) Efficient and Logical Development Pattern	Development makes efficient use of serviced land within the Built-Up Area, supporting logical and compact urban growth.
4.2.1.3.) Residential Uses Ranging in Type and Tenure	Introduces high-density rental or ownership units, contributing to a diverse mix of housing types within the City.

OP - Sections/Policies	Response
4.2.1.5.) Support the City's Existing and Planned Residential Fabric	Supports the existing neighbourhood by providing compatible infill development that enhances the planned residential structure of the area.
4.2.1.7.) Support Existing Areas and Designations	Introduces high-density residential development in a currently low-density area through an Official Plan and Zoning By-law Amendment, supporting the evolution of existing land use designations.
4.2.1.8.) Promote Opportunities for Intensification and Redevelopment	Supports intensification by redeveloping an underutilized low-density site with a high-density residential building within the Built-Up Area.
4.2.1.10.) Develop Attractive, Accessible and Pedestrian Friendly Neighbourhoods	Enhances walkability and accessibility through site design, pedestrian pathways, and barrier-free access, contributing to a more attractive and user-friendly neighbourhood.
4.2.2.4.A.) The High-Density Residential designation permits development between 61 and 125 units per net hectare and is generally located within or near activity nodes to support transit, commercial uses, and pedestrian activity.	Proposed development falls within the High-Density Residential range (approx. 262 **UPH**) and provides compact housing within the Built-Up Area, supporting transit and pedestrian activity. It is understood that the density is higher than policies suggest. We also understand that the City is completing a new Official Plan, where the density will be higher. **DENSITY CALCULATION** **76 units / 0.29 ha = 262.07 units per hectare**
4.2.2.4.C.) High Density Residential areas permit mid- and high-rise apartments, generally 5–8 storeys, with height and density decreasing away from activity nodes, and require mitigation of impacts such as shadowing, privacy, and view obstruction.	Proposed 8-storey apartment aligns with permitted mid- to high-rise range; the completed shadow study (Alliance Development Services, May 2026) confirms shadows will potentially affect neighbouring properties in the early morning and after 4pm.

Therefore, subject to councils' approval, the proposed development conforms with the City of Welland's Official Plan.

4.5 CITY OF WELLAND ZONING BY-LAW NO. 2017-117

The subject property is currently zoned Residential Low Density (R1), and we wish to rezone to Residential High Density (RH), refer to **Figure 6** below for the current zoning. **See Table 5** for the applicable RH provisions.

Figure 6: City of Welland Zoning Map

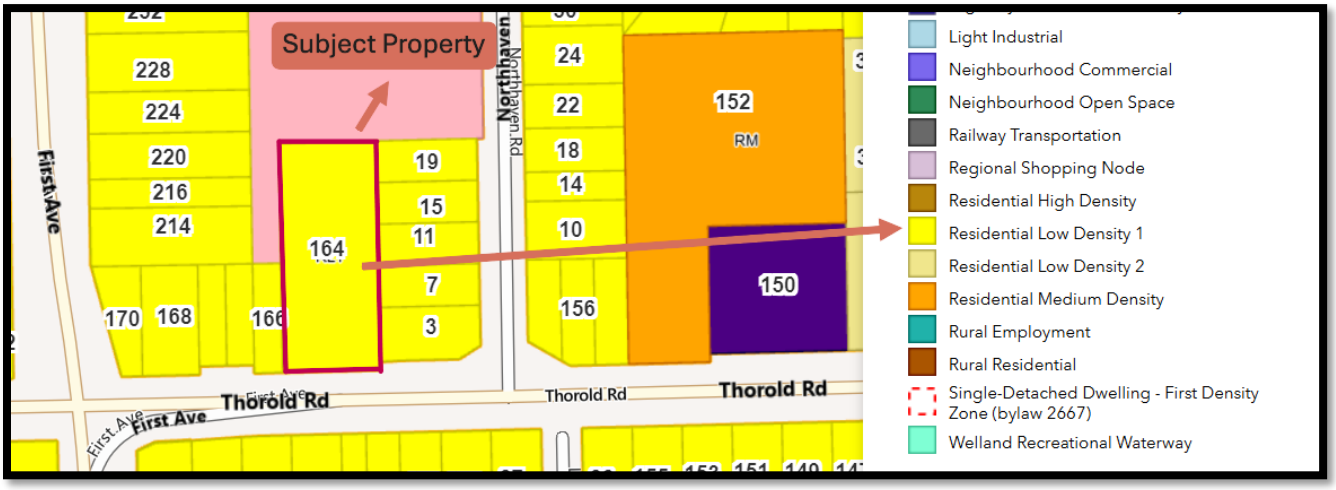


Table 5: City of Welland Zoning By-law No. 2017-117, Section 7: Residential, Table 7.3.1 (RH)

Zone Provisions (RH)	Required	Proposed	Comment
Min. Lot Area	1000.0m2	2903.60m2	Complies
Min. Lot Frontage	40m	35.96m	Relief is required
Min. Front Yard	3m	3.0m	Complies
Min. Side Yard Interior	3m	10.35m	Complies
Min. Rear Yard	7m	20.07m	Complies

Zone Provisions (RH)	Required	Proposed	Comment
Max. Building Height	32m	27.05m	Complies
Max. Lot Coverage	50%	29.35%	**Complies**
Min. Landscaped Area	15%	15.92%	**Complies**
Parking, Accessory Buildings and other General provisions	Units More than $50m^2$ = 34 Units less than $50m^2$ = 42 **Required parking = 47** No visitor parking is required	**48 Parking Spaces**	Complies
Bicycle Parking	19 spaces	**27 spaces**	Complies
Landscape Buffer	1.5m	**1.5m**	Complies

As **Table 3** above demonstrates, the Zoning By-law Amendment is required to address provisions, as noted below:

- Lot frontage
  - **40.0 metres** is required
  - **35.96m** is available
- Zone:
  - Residential Low Density (R1) to **Residential High Density (RH)**

Based on our analysis, this property re-development will be followed by others of similar scale and form. The City's zoning needs to reflect the new reality of higher density on arterial roads.

Subject to City Council approval, this proposal will meet the provisions of the Zoning By-law No. 2017-117

5 TECHNICAL REPORTS

5.1 TRAFFIC BRIEF (CANADIAN ENGINEERING GROUP, APRIL 2026)

5.1.1 Traffic Impact Study

A Traffic Study and Addendum were completed for this proposal. Topics assessed included: Existing Conditions (Capacity); Existing Conditions with Development; Future Condition (2031 – 2041); and, Parking.

"*The objectives of this study are to:*

- *Determine the trip generation of the proposed development for AM, PM, and Saturday peak hours.*
- *Complete a Traffic Movement Count for the intersection of First Ave and Thorold Rd as per the request of the City of Welland*
- *Assess the Level of Service (LOS), delays, and Intersection Capacity Utilization at critical nearby intersections under existing (2026), existing with development (2026), and future (2031, 2036, 2041) conditions.*
- *Confirm that the proposed number of parking spaces is adequate through a parking analysis.*
- *Demonstrate, using Autoturn, that passenger vehicles, a single-unit delivery truck, and a fire truck can safely maneuver within the site.*
- *Propose a Transportation Demand Management (TDM) plan and active transportation connections that align with the Welland TMP.*"

The two site driveways, maintain Line of Sight through all future years, confirming that the development's access design is appropriate and does not negatively affect Thorold Road.

In summary, while background traffic will create significant congestion at major arterials by 2041, the development itself places negligible additional strain on the network.

5.1.2 Parking Study

"*Overall, the parking supply of 53 spaces is appropriately calibrated to the projected demand for a 90-unit mid-rise apartment. It accommodates the peak load without reaching critical saturation, maintains a small but functional buffer for operational flexibility, and supports the predominantly long-duration parking behavior of residents. Should any additional parking spaces be provided greater than 53 spaces, while not increasing the number of units it will not impact on the findings of the parking analysis and the number of parking spaces will still remain sufficient. The facility is projected to operate efficiently under expected conditions, providing adequate availability for residents and limited overflow capacity for guests*."

The Parking Study supports the proposed development and recommends no further work is required. We note that the original Parking Study was based on 90-units requiring 53 parking spaces. The current proposal is for 76-units, which are being provided 48 parking spaces.

The Traffic Study and Addendum are provided in Appendix A.

5.2 Archaeological Assessment (Irvin Heritage Inc., June 2026)

A stage 1 & 2 Archaeological Assessment was completed for this property, to facilitate the proposed construction of residential units.

"*The Stage 1 Archaeological Assessment indicated that the Study Area retained archaeological potential. As such, a Stage 2 Archaeological Assessment consisting of a 5 m Transect Test Pit survey was conducted. The Stage 2 Archaeological Assessment identified no archaeological resources within the Study Area*." (Executive Summary)

The Assessment made the following recommendations:

"*Given the results and conclusions of the completed Stage 1 & 2 Archaeological Assessment, the following recommendations are made:*

• *It is the professional opinion of the archaeological licensee, Thomas Irvin (P379) that the Study Area subject to a Stage 2 Archaeological Assessment Survey did not identify any archaeological sites requiring further assessment or mitigation of impacts, as such, no further archaeological assessment of the property be required.*

• *Notwithstanding the above recommendations, the provided Advice On Compliance With Legislation shall take precedent over any recommendations of this report should deeply buried archaeological resources or human remains be found during any future earthworks within the Study Area*."

Based on the above, no further work was recommended. A copy of the Assessment is provided in Appendix B.

5.3 Functional Servicing & Stormwater Management Report (Alliance Development Ventures, May 2026)

Alliance completed a Servicing and Stormwater Management Report in support of the proposed residential development. Their work was prepared in accordance with the 2025 Development Engineering Design Standards of the City of Welland, the Niagara Peninsula Conservation Authority (NPCA) Stormwater Management Guidelines, and applicable guidelines established by the Ontario Ministry of the Environment, Conservation and Parks (MECP).

"*The development can proceed without negatively impacting the existing municipal infrastructure, provided the following recommendations are implemented:*

• ***Sanitary Sewer Line****: A new manhole at property line with 200mm Dia. Sanitary sewer pipe at 0.80% grade to service the building*

• ***Water Servicing Line****: A 150mm dia. water supply line will be installed along Thorold Rd with peak domestic demand of 0.32 L/s and peak fire supply flow rate of 150 L/s*

• ***Stormwater Extension:*** *The need of a stormwater extension was brought up in the project pre-consultation report since the development cannot connect to an existing sewer system. This has been addressed through the proposed permeable paver LID system which removes off-site runoff up to the 100-yr design storm event.*

• ***Utilities Coordination:*** *Contact Bell Canada, Enbridge Gas, Rogers Cable and Welland Hydro in advance of final design to verify sufficient capacity for the 76-Unit Apartment Building development and to establish new connections where required.*

• ***Traffic Impact Study:*** *The estimated 31 AM peak hour, 35 PM peak hour, and 32 Saturday peak hour trips, ensuring no road network improvements are needed.*

• ***Erosion and Sediment Controls****: Develop and submit site-specific erosion and sediment control plans in coordination with the City of Welland and Niagara Peninsula Conservation Authority, incorporating the staged construction sequence and permeable paver protection measures outlined in this report.*

• ***Future Development:*** *Revisit the assessment for any future phases or adjacent developments (e.g., undevelopable portions designated as green space) when they proceed through Site Plan control.*

The proposed development will be serviced from Thorold Rd for water, sanitary sewer, and utilities, with existing services extended to the property line and new connections established as needed. Stormwater management is provided using permeable pavers, achieving quantity and quality control, and a full water balance.

This report is intended to provide engineering support for the Official Plan Amendment (OPA) and Zoning By-Law Amendment (ZBA) and demonstrates that the development is feasible from an engineering perspective.

A copy of the report is provided in **Appendix 3**.

5.4 GEOTECHNICAL REPORT / SLOPE STABILITY REPORT

This will be provided as part of Site Plan approval, per the City's Pre-Consultation notes.

5.5 Sediment and Erosion Control Plan

Contained the Stormwater Management Report, noted above. This Plan will be provided at the Site Plan stage.

5.6 Urban Design / Landscape Plans

Urban design is addressed above, under Planning Policy for the City's Official Plan. Landscape Plans, we understand, were not actually required based on communication with the City and the limited size of the proposed development. Landscaping details, including vegetation species, size and locations, will be provided at the Site Plan stage.

Until then, landscaping will be limited to the Landscaped Strip and plantings in the front yard. The specifics will be provided at the Site Plan stage.

5.7 Servicing and Grading Plans

This information has been provided in the Functional Servicing & Stormwater Management Report, noted above. A more detailed set of Plans will be provided at the Site Plan stage.

5.8 Sun Shadow Analysis

Alliance Development Ventures prepared the Sun Shadow Analysis, dated April 2026. It reviewed shadow impacts 10 times daily, beginning with 09:00 and ending with 18:00.

Based on LandPro's review of the drawings:

APRIL: early morning (9 and 10am), shadow will be to the east. In the later afternoon (14:00 and on), shadow to the west will be the most significant.

JUNE: essentially the same, with afternoon shadow lessened significantly.

SEPTEMBER: AM sun casts less of a shadow, while PM shadow is maximized around 18:00.

DECEMBER: AM shadow is maximized to the southeast, while PM shadow is maximized at 16:00

When developing the site plan, several strategic mitigation measures have been implemented to minimize the extent and coverage of shadows falling on both private and public areas.

1. Increased building setbacks were incorporated into the site design to reduce shadow impacts on adjacent properties.
2. By repositioning the building further away from property lines, the resulting shadows are shifted and dispersed to lessen their effect on neighboring residential buildings and sidewalks.

3. The additional setbacks contribute to improved sky view, sunlight penetration, and overall pedestrian comfort at grade. Overall, these mitigation strategies integrate various design techniques to effectively minimize shadow impacts, prioritizing sunlight accessibility and minimizing disruption to neighboring areas.

In conclusion, as demonstrated by the preceding shadow analysis, the proposed development complies with the requirements outlined in the Niagara Region Sun/Shadow Study Terms of Reference.

A copy of the Sun Shadow Study is provided in **Appendix 5**.

5.9 Site Plan

The Site Plan package was prepared by Alliance Development Ventures, dated March 2022. It includes a series of plans, which include:

A100 – Site Plan

A101 – Fire Route Analysis

A102 – Garbage Truck Route Analysis

A103 – Ground Floor Plan

A104 – Second Floor Plan

A105 – Second Floor Area Plan

A106 – Third Floor to Eight Floor Plan

A107 – Third Floor - Eight Floor Area Plan

Overall, the Site Plan demonstrates the following unit offering in **Table 4**:

Table 5 - Unit Composition

Unit Type	Second Floor	Third to Eighth Floor
1 Bedroom	6	6
1 Bedroom + Den	1	1
2 Bedroom	3	4
Floor Total Units	10	11
	GRAND TOTAL UNITS	**76**

5.10 Environmental Site Assessment (Landtek Limited)

Landtek Limited, Consulting Engineers, prepared the Phase 1 Environmental Site Assessment (ESA), dated March 2026.

"*The Phase 1 ESA was completed in general accordance with the requirements described in CSA Standard Z768-01. Sampling and chemical analysis of soil, groundwater, and/or other materials was not carried out as part of this Phase 1 ESA. This assessment was completed with the understanding that a Record of Site Condition (RSC) is not required and therefore the requirements of Ontario Regulation 153/04 (as amended) were not performed.*"

Their findings:

- At the time of the Landtek's Site visit, there was no evidence of chemical manufacturing/storage. There was no evidence observed of fill pipes or breather pipes.
- Based on topography and mapping information of the area, the ground surface elevation at the Site is approximately 180 metres above sea level (masl). The local topography is generally flat.
- The local groundwater flow direction has been inferred to be in an easterly direction towards the Welland Canal, located approximately 1.3 km east of the Site. Shallow ground water direction may be influenced by trenches for municipal infrastructure, underground utilities, conduits, structures, variations in subsurface strata, and changes in local topography.
- Given the age of the building (circa 1940), a Designated Substances Survey (DSS) would be warranted to assess the presence/absence and distribution of asbestos-containing materials (ACM), lead-based paints (LBP) and/or polychlorinated biphenyls (PCB) in building materials. A DSS is required if future repair, renovation or demolition activities are planned which could disturb ACMs and LBPs.

Based on the results of the Phase 1 ESA completed for the Site and the current Site use, no further investigation is recommended.

6 PLANNING ANALYSIS

The application proposes to replace a single detached dwelling with a 76 unit, 8 storey rental apartment building. To facilitate this, an Official Plan Amendment is required to re-designate the property for High-Density residential use. A Zoning By-law Amendment is required to re-zone the property from *Residential Low Density 1 (R1)* to *Residential High Density (RH).*

The proposed development has regard for the *Planning Act*, is consistent with the Provincial Planning Statement (2024) and will conform with the City of Welland Official Plan and Zoning By-law 2017-117, subject to City Council's approval. In addition, Site Plan approval is required.

Based on the City's Pre-Consultation Form, dated February 5, 2026, a number of technical studies were requested, including:

Archaeological Assessment	Functional Servicing Report
Transportation Impact Brief	Planning Justification Report / Urban Design
Sediment and Erosion Control Plan	Stormwater Management Report / Grading Plans
Shadow Analysis	Site Plan

These studies each support the proposed development, based on their individual technical expertise. The reports note that no further work is required. However, in some cases, like stormwater management and servicing, more detail will be provided at Site Plan approval stage.

In particular, the Sun Shadow Study noted periods where neighbouring properties will be in shadows during parts of the day, particularly in the later afternoon. This is typical of medium to high rise buildings. Efforts have been made to minimize shadows, including greater setbacks from the property lines and making the building as wide as possible, to minimize the height, while maintaining yield. We note that the building was originally 90 units and has been reduced to 76 units. This resulted in a lower profile, with decreased shadow effect.

The subject property is located along Thorold Road, an arterial road, near a combination of low density, medium and high density residential, with commercial uses as well. LandPro is aware of other development applications along Thorold Road, which suggest it is in transition to a higher density form of residential development. In particular, a multi-unit apartment building is located a short distance east, with the Wesley-Robins Retirement Village located immediately north. During a site visit, on a weekday, traffic was constant along Thorold Road. A Welland Transit line uses Thorold Road regularly. Chippawa Park is a short walk south and offers several recreational amenities.

The City's Official Plan and indeed the Provincial Planning Statement (2024) support higher density residential infilling projects, where municipal services are available, to make more efficient use of existing properties. This both helps the City to meet its growth goals, while also increasing the supply of affordable rental housing to the area. With 76 rental units being proposed, this will help the City and Region to meet longer term targets.

The current Official Plan requires a density of 65 to 120 units per hectare (uph) for high density residential, while this proposal is for 262.07 uph. See the calculation below.

DENSITY CALCULATION

76 units / 0.29 ha = 262.07 units per hectare

On the surface tis appears to be more than doubling the upper limit of density supported by the City's Official Plan. A draft Official Plan, dated February 2026, includes new growth projections which, according to Section 3.3.3 – Housing Distribution, include "a mix of low, medium and high-density housing options." To add to this the forecast unit supply, by type, has been crossed out, suggesting strongly that the soon-to-be-updated projections will favour medium to high density to achieve the updated growth projections.

In addition, Section 3.4.4.1.4 – Intensification Target has been revised from 40% in the current Official Plan to 75% in this draft document. That is a significant increase. To be deemed consistent with the PPS (2024), which will be required to gain approval, the Official Plan needs to provide policies that demonstrate increased density in select areas. The Thorold Road corridor is classified as an "Arterial", per Schedule 'E' – Road Hierarchy. This means it is planned to continue handling higher volumes of traffic and may be widened at some point.

Schedule 'A' – City Structure identifies 164 Thorold Road as being in or closely proximate to an Intensification Area.

Section 4.2.2.4 – High-Density Residential designation is shown to be increasing the range from a maximum of 125 units per net hectare to 300, subject to Provincial approval. We note that the criteria for the higher density is having public transit available and opportunities for pedestrian traffic. Both criteria are satisfied with this proposed development.

This application conforms with the draft Official Plan policies as it focuses on infilling and making more efficient use of the land on a property that is directly adjacent to a public transit line and walking distance to amenities.

This proposal requests:

1. Rezoning to:
    a. Reduce **lot frontage** to recognize an existing deficiency
    b. **Residential High Density (RH)** to permit the apartment building

2. An Official Plan Amendment to:
    a. Permit **High Density Residential** at this location

These permissions, once approved would allow the development to proceed to Site Plan approval, where detailed review by City staff would be completed. Site Plan approval will be pursued concurrent with these applications.

In closing, the applications to re-develop and intensify 164 Thorold Road, Welland, are consistent with provincial policy aimed at increasing density in urban, serviced areas. This report demonstrates why this re-development should be considered good planning.

7 CLOSING

It is our opinion that the applications represent good planning and should be approved. The applications:

1. Have regard for the Planning Act;
2. Are consistent with the PPS, 2024;
3. Conform with the Niagara Region Official Plan;
4. Subject to Council approval, will conforms to the City of Welland Official Plan, and;
5. Subject to Council approval, will conform to City of Welland Zoning By-law No. 2017-117.

Based on the above, we are of the opinion that this application represents good planning and encourage Council to approve it.

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8 APPENDICES

8.1 TRAFFIC BRIEF

8.2 Archaeological Assessment (Irvin Heritage Inc., June 2026)

8.3 FUNCTIONAL SERVICING & STORMWATER MANAGEMENT REPORT

8.4 GEOTECHNICAL REPORT / SLOPE STABILITY REPORT

8.5 SUN SHADOW ANALYSIS

8.6 Environmental Site Assessment